



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*April 7, 2009
Agenda Item 3.4.1*

Date: March 23, 2009
To: ACTAC
From: Saravana Suthanthira, Senior Transportation Planner
Subject: 2009 CMP Update- Revised Monitoring Segments for State Route (SR) 84 in East County

Action Requested

ACTAC is requested to recommend that the Board approve the revised roadway segments developed for SR 84 in East County for level of service monitoring purposes. The SR 84 segments are revised to refine the short segments that were adopted as part of the 2007 CMP. These segments were used in the 2008 LOS Monitoring effort, and were found to need further refinement. The revised segments are proposed for travel time runs in the 2010 LOS Monitoring Study.

Next Steps

Upon approval by the CMA Board, Chapter 2-Designated Roadway System and Chapter 3-Level of Service Monitoring of the CMP will be updated and the new roadway segments will be included in the LOS Monitoring reports starting in 2010.

Discussion

The CMP roadway segments were originally adopted in 1991. As part of the 2007 update to the CMP, the longer roadway segments that were originally adopted in 1991 were reviewed and shorter segments were developed to reflect the changes in land use and traffic patterns. However, during the 2008 LOS Monitoring effort, the segmentation of SR 84 in East County was found to need further refinement.

SR 84 was reviewed applying the same criteria that was used in the segmentation exercise for the 2007 CMP Update:

- Segments should be at least one mile and not more than five miles in length. It should be noted that there were some exceptions to this criteria in the 2007 CMP Update. If there were logical or important check points present on the roadway

and splitting the segment at that point would show a difference in roadway performance, then some segments shorter than one mile long were also created.

- Logical segment break points include: jurisdictional boundaries, points where the number of travel lanes change, locations where land-use changes occur (example-commercial area versus residential), points where the posted speed limit changes, or where the number of adjacent driveways is significantly different.

As a result of the review for the 2009 CMP Update, four long segments from the 2008 LOS Monitoring were further split into shorter segments to appropriately reflect the existing land use and traffic patterns. Attachment I presents the revised SR 84 CMP roadway segments. New segments are shown in **bold** and the long segments divided to develop these shorter segments are shown in ~~strike out~~.

The new segmentation details have been sent to the respective local jurisdictions, which are the Cities of Fremont, Union City, Livermore and Pleasanton and Alameda County, for review and comments. Comments received will be reported at the ACTAC meeting.

CMP Arterial Roadway Segments - State Route 84 with proposed new short segments

#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Plan Area	No of Lanes	Prior LOS "F" (Years)	2008 LOS Results	
		From	To						Speed	LOS
121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.30	3	2		34.9	B
122	SR 84 - EB	Union City Limit	Palamoras	Fre	0.90	3	2		39.6	A
123	SR 84 - EB	Palamoras	Niles Cnyn Quarry	Fre	2.22	3	2		42.0	A
124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd/Main St.	Fre	1.71	3	2		45.9	A
125	SR 84 - EB	Sunol Rd/Main St.	Plea-Sunol Rd	Fre	0.50	3	2		5.2	F
126	SR 84 - EB	Plea-Sunol Rd	SR 84 (Off)/I-680	Unin	1.23	3	2	02-04,06	41.4	B
127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Nuc.Cntr	Unin	2.24	3	2	02-04,06	23.6	F
	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos/Ranch Rd	Unin				02-04,06		
	SR 84 - EB	Vallecitos/Ranch Rd	Vallecitos Nuc.Cntr	Unin		3		02-04,06		
128	SR 84 - EB	Vallecitos Nuc.Cntr	Isabel/Vallecitos	Unin	3.72	3			38.7	C
	SR 84 - EB	Vallecitos Nuc.Cntr	Vargas Rd	Unin						
	SR 84 - EB	Vargas Rd	Ruby Hill /Kaithoff	Unin						
	SR 84 - EB	Ruby Hill /Kaithoff	Isabel/Vallecitos	Unin		3	4			
129	SR 84 (Liv) - NB	Isabel/Vallecitos	Vineyard	Liv	1.15	4			40.7	A
130	SR 84 (Liv) - NB	Vineyard	Stanley	Liv	4.53	4			38.4	A
	SR 84 (Liv) - NB	Vineyard	Concannon	Liv						
	SR 84 (Liv) - NB	Concannon	Stanley	Liv						
131	SR 84 (Liv) - NB	Stanley	Airway/Kitty Hawk	Liv	4.55	4			36.0	A
	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd.	Liv						
	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Hawk	Liv		4				
132	SR 84 (Liv) - NB	Airway/Kitty	I-580 (Off)	Liv	1.06	4			30.4	B
133	SR 84 (Liv) - SB	I-580 (On)	Airway/Kitty Hawk	Liv	1.06	4			30.7	B
134	SR 84 (Liv) - SB	Airway/Kitty	Stanley	Liv	4.55	5			46.2	A
	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd.	Liv						
	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv		6				
135	SR 84 (Liv) - SB	Stanley	Vineyard	Liv	4.53	4			40.8	A
	SR 84 (Liv) - SB	Stanley	Concannon	Liv						
	SR 84 (Liv) - SB	Concannon	Vineyard	Liv						
136	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.15	4			46.1	A
137	SR 84 - WB	Isabel/Vallecitos	Vallecitos Nuc.Cntr	Unin	2.62				45.7	A
	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Unin						
	SR 84 - WB	Ruby Hill /Kaithoff	Vargas Rd	Unin						
	SR 84 - WB	Vargas Rd	Vallecitos Nuc.Cntr	Unin						
138	SR 84 - WB	Vallecitos Nuc.Cntr	Plea-Sunol Rd	Unin					42.8	B
	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln/Ranch Rd	Unin		3	2			

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139	SR 84 - WB	Vallecitos Ln/Ranch Rd	Ple-Sunol Rd	Unin		3	2			
140	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.52	3	2		35.5	B
141	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.78	3	2		49.8	A
142	SR 84 - WB	Niles Canyon Quarry	Fremont City Limit	Fre	0.92	3	2		47.8	A
143	SR 84 - WB	Fremont City Limit	Union City Limit	Fre	1.57	3	2		29.1	D
143	SR 84 - WB	Union City Limit	SR 238	Fre	1.84	3	2		38.3	B

Note:

The segments struck-out will be the ones to be segmented and the segments in **bold** are the newly developed shorter segments.
 The segment numbers are based on the 2008 LOS Monitoring Report